

**Inglewood West
SW ¼ Section 3-38-27-W4**

Neighborhood Area Structure Plan



Prepared for:

**Melcor Developments
Ltd.**

Prepared by:



Stantec Consulting Ltd.

May 2004

Amended February 2008

INGLEWOOD - NEIGHBOURHOOD AREA STRUCTURE PLAN

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1.0 Introduction

1.1 PURPOSE

The purpose of the Inglewood Neighbourhood Area Structure Plan (NASP) is to describe the land use framework and development objectives for the quarter section of land in south Red Deer located north of Delburne Road and east of 40th Avenue. Inglewood includes an area of approximately 65.3 hectares (161 acres) and was first contemplated in the East Hill Area Structure Plan (ASP) as one of a number of neighbourhood units accommodating future growth in south Red Deer.

The Inglewood NASP has been prepared by Stantec Consulting Ltd. on behalf of Melcor Developments Ltd.

Melcor's commitment through the Inglewood NASP is to develop a balanced community of residential and recreational opportunities with complimentary land uses. In order to achieve this, Melcor intends to integrate the area with interconnected parks and open space linkages, and the development of high-quality residential opportunities. Together, these aspects will provide the City of Red Deer with a unique area for community development.

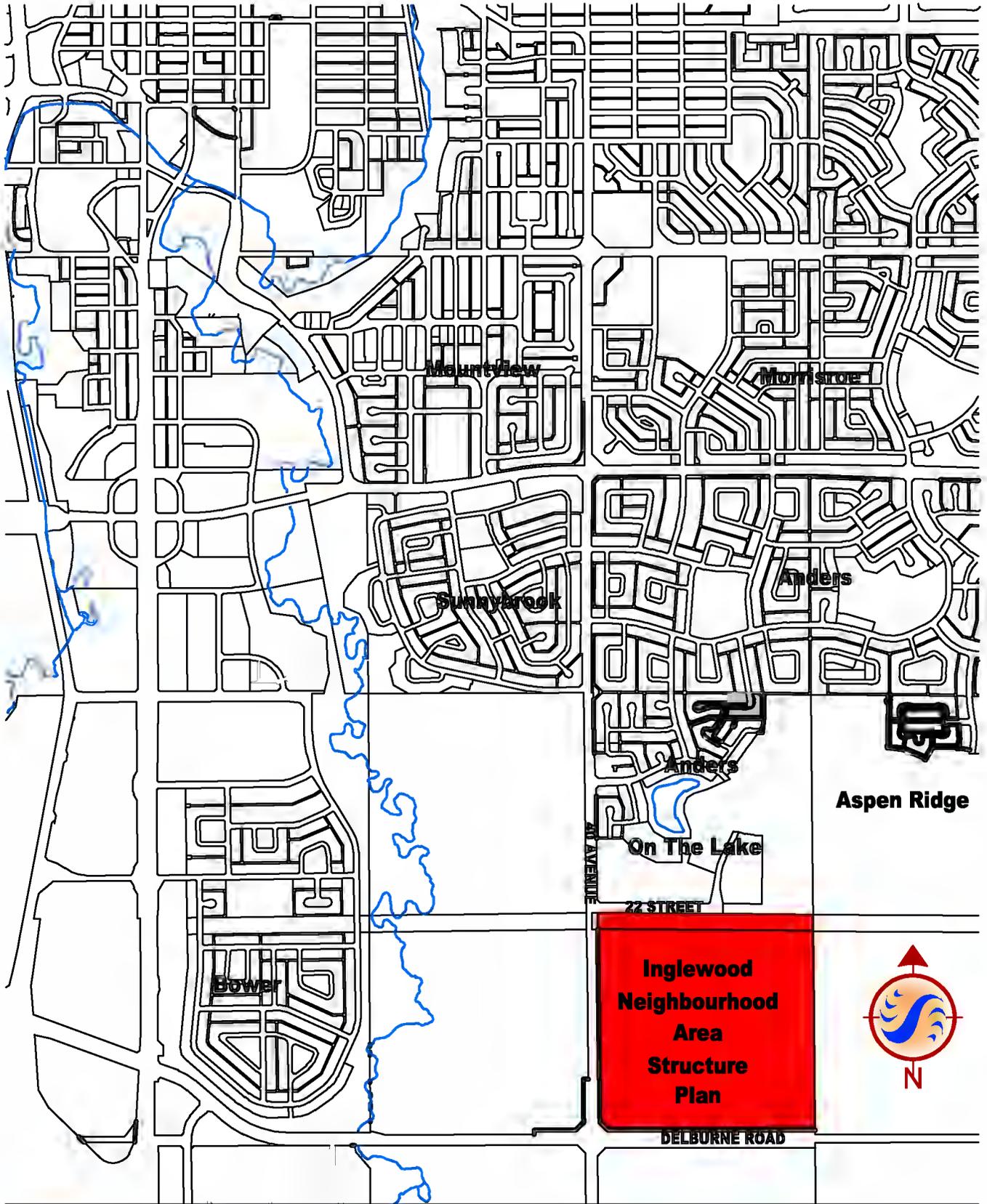
Approval of the Neighbourhood Area Structure Plan will provide the basis for proceeding with Melcor's and the City of Red Deer's vision for this area. The NASP provides the opportunity to develop components of the overall vision in the initial phases of development through recreational amenities, a variety of housing forms and lifestyles, and by beginning the interconnected multi-use trail system incorporated as an integral part of the overall development concept.

The purpose of this document is to describe the land use pattern and development objectives for the Inglewood NASP. The NASP will implement the land use framework and development objectives by identifying the type, size and location of various land uses, density of development, location of major roadways, conceptual servicing designs and sequence of development. The detailed design of each phase (redistrictings and plans of subdivision) will refine the concept presented by the NASP Bylaw for Inglewood.

1.2 DEFINITION OF PLAN AREA

The Inglewood Neighbourhood Area Structure Plan consists of land located within the SW ¼ Section 3-38-27-W4 and includes an area of approximately 65.30 hectares. As shown on Figure 1.0 – Location Context, the NASP is defined by the following boundaries:

- **North Boundary** – 22nd Street
- **West Boundary** – 40th Avenue
- **East Boundary** – SE ¼ Sec. 3-38-27-W4



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 RED DEER
 INGLEWOOD
 NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.
1.0

Title
Location Context

- **South Boundary** – Delburne Road (Secondary Highway 595/19 Street)

The Inglewood NASP constitutes a logical planning unit with respect to identifiable plan boundaries and servicing considerations and is consistent with the area identified in the East Hill Area Structure Plan.

1.3 BACKGROUND

The Inglewood Neighbourhood Area Structure Plan has been prepared as a Statutory Plan. It adheres to Section 633 of the Municipal Government Act of Alberta and follows the guidelines and policies set forth by the City of Red Deer for the development of new areas.

The Intermunicipal Development Plan between the City of Red Deer and the County of Red Deer contains general land uses for areas adjacent to their common boundaries. The City and the County of Red Deer adopted the plan to guide land use and development in a coordinated and efficient manner. Similarly, the City of Red Deer's Municipal Development Plan provides general policies and broad land use categories for areas within the City in order to consider each area distinct and yet connected with all others. The Inglewood NASP Bylaw complies with both of these plans.

2.0 Site Context & Development Considerations

2.1 TOPOGRAPHY, SOILS & VEGETATION

As shown on Figure 2.0 – Existing Features, the topography of the Inglewood NASP slopes generally from the highest area along the east boundary down to the west with the lowest areas in the south-central and northwest parts of the plan. Elevations range from 898.5m to 884.5m for a total difference of approximately 14.0m.

Soils in the area consist of a thin layer of topsoil underlain by lacustrine silt, sand, clay and deposits of clay till. Occasional deposits of lacustrine sand may be found near the uppermost layer of clay till. The local clay till is typically underlain by siltstone and clay shale bedrock of the Paskapoo Formation at depths varying from 5.0m to 9.0m below grade. The soil conditions do not present any impediment to urban development.

The area subject to the NASP has remained as vacant agricultural land for a considerable length of time. There is limited vegetation existing on the site aside from a small conifer tree farm located along the north side within the TransAlta Utility Right-of-Way.

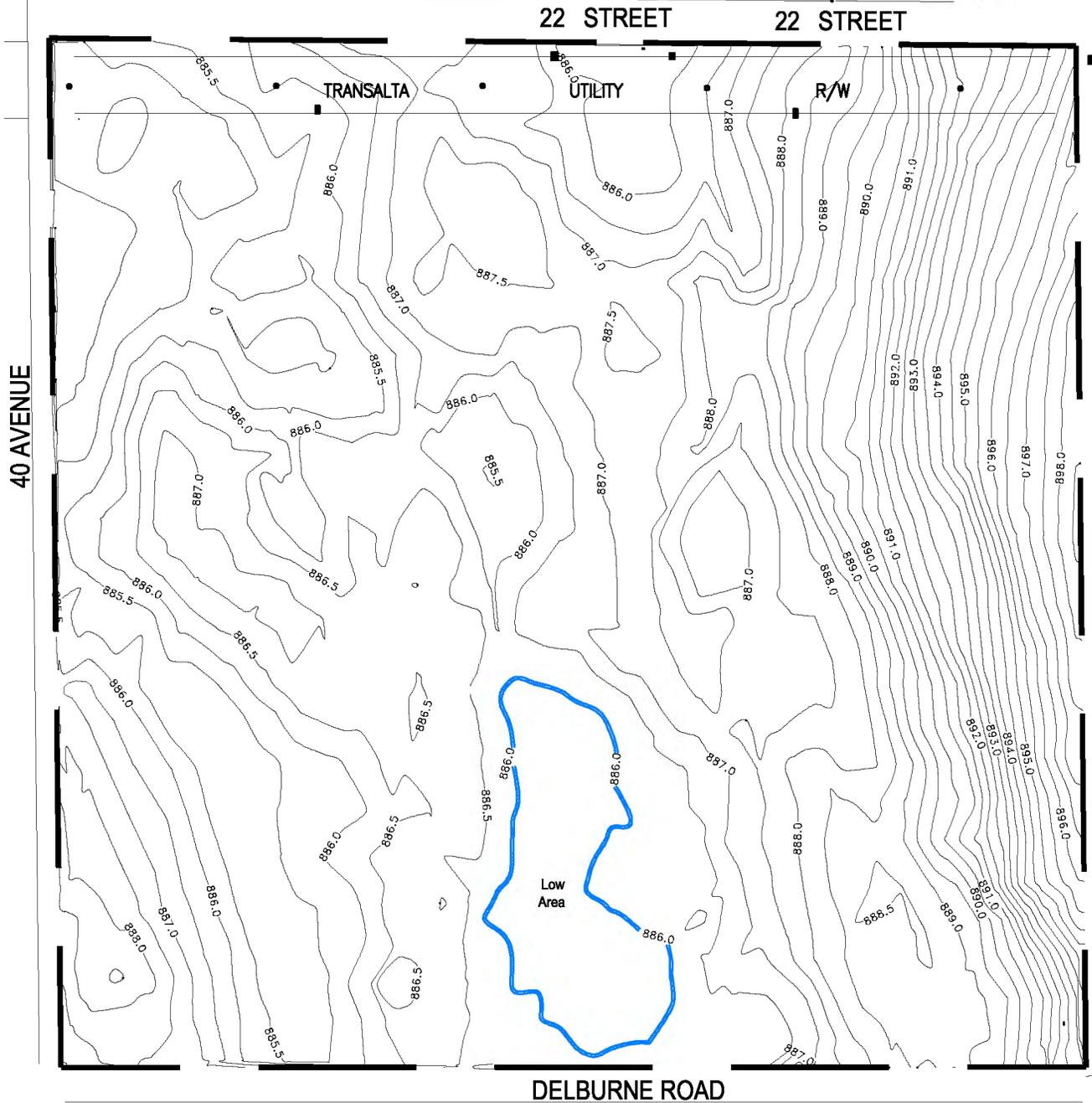
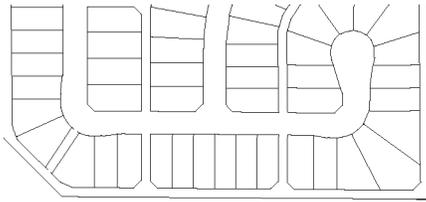
2.2 ENVIRONMENTAL SITE ASSESSMENT

An Environmental Site Assessment was conducted for the subject property in April of 2001 and submitted under separate cover. From this report, the Inglewood area has been assigned a rating of “low” for environmental risk.

The City of Red Deer’s landfill located southwest of 40th Avenue and Delburne Road was closed completely in the summer of 2006. Because of this closure, the current landfill setback requirement has been reduced to 300 meters. Melcor is requesting a further amendment of this setback requirement from 300 meters to 240 meters to allow for the development of residential lots in the southwest corner of this development.

Illustration 1.0 identifies the proposed setback relaxation of 240 meters.

A new Waste Management Facility was recently constructed in the section directly south of Inglewood, across Delburne Road. The current landfill operations have been set back so that the regulatory setbacks do not impact development on the north side of Delburne Road.



40 AVENUE

22 STREET

22 STREET

TRANSALTA

UTILITY

R/W

DELBURNE ROAD

Low Area



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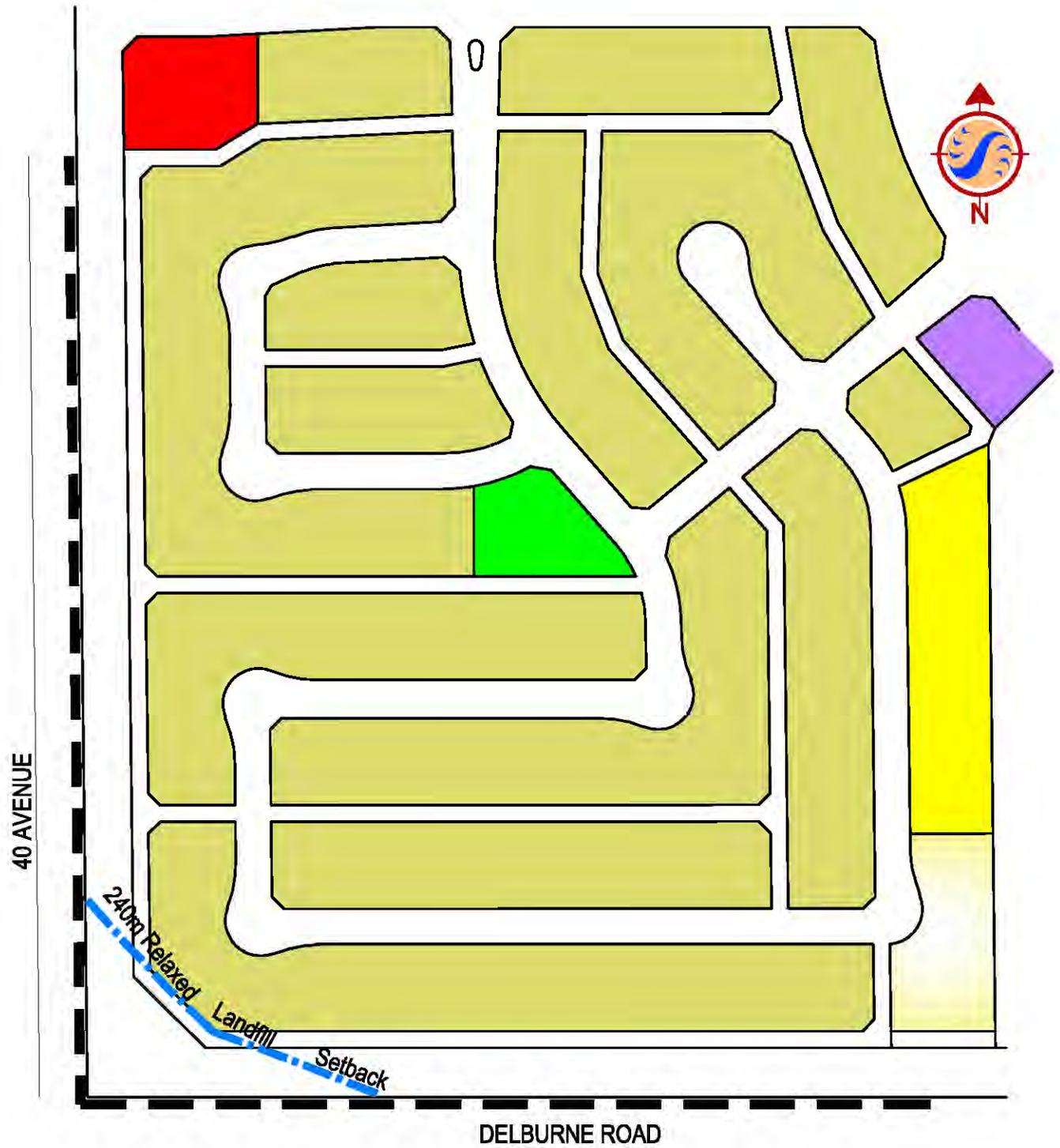
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AT 0.5m INTERVALS

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INGLEWOOD
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.
2.0

Title
Existing Features

OCTOBER 28, 2006
1198 70820



Stantec

Legend

- | | | | |
|---|---------------------------------|---|-------------------|
|  | Social Facility |  | Park |
|  | R1 Residential |  | Landfill Setbacks |
|  | R1 Residential 2 Storey Walkout | | |
|  | R1N Residential Narrow Lot | | |
|  | Commercial | | |

Client/Project

RED DEER
INGLEWOOD
NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.

ILLUSTRATION 1.0

Title

**ALTERNATE LAND USE FOR
CLOSED LANDFILL SETBACK**

October 28, 2008
128 70620

2.3 HISTORICAL RESOURCES

There are no historical resources for this land identified in the current January 2001 publication (2nd Edition) of “A Listing of Significant Historical Sites and Areas” from the Alberta Historical Resources Foundation.

2.4 NATURAL FEATURES

The Inglewood ¼ is included in the ecological profile for the Anders South and adjacent natural area, proposed by Recreation, Parks & Culture Community Services. This NASP provides for the construction of a stormwater management facility in the south central area that encompasses a portion of the existing low area at this location.

2.5 EXISTING LAND USE

The subject area has been vacant agricultural land since the early 1900's. Utility Rights-of-Ways were registered on the land for Calgary Power (TransAlta/Utilicorp) and the Alberta Central Railway.

A small conifer tree farm is located along the north side of the plan within the TransAlta overhead power line right-of-way.

2.6 SURROUNDING DEVELOPMENT

The Anders South neighbourhood is located north of Inglewood across 22nd Street. Development in the Anders area has progressed south from approximately 26th Street and east of 40th Avenue. The area was connected to 22nd Street at Austin Drive.

West of 40th Avenue is land identified for future residential development in the East Hill ASP. Presently, the area is undeveloped.

The quarter section east of Inglewood was recently developed as residential development (Ironstone).

The adjacent land to the south across Delburne Road has been used for agricultural purposes for many years. Plans to develop the new Red Deer Waste Management Facility for the south end of these lands began in the early 1990's. Construction began in 2000 on this project and the scheduled opening is in 2001. Setback requirements for the new Waste Management Facility do not affect this subdivision.

3.0 Development Objectives & Principles

3.1 DEVELOPMENT OBJECTIVES

The Inglewood NASP has been prepared as a comprehensively planned residential neighbourhood taking advantage of the natural topography, utility corridor and locational attributes of the area. The main objectives of the Inglewood NASP are:

- to develop a plan consistent with the general intent and purpose of the City of Red Deer Municipal Development Plan (MDP) and the East Hill Area Structure Plan;
- to provide a framework to deliver high quality, comprehensively planned residential areas by defining the general pattern and composition of land uses, linkages, servicing designs and development staging;
- to address and accommodate existing uses (i.e. the utility corridor and surrounding transportation routes) affecting the plan;
- to ensure the implementation of the plan takes place on an orderly, phased basis.

3.2 DEVELOPMENT PRINCIPLES

Development of the various land uses within the Inglewood NASP is defined through the following general principles:

3.2.1 Residential

- Encourage a variety of housing types, including single detached housing, row housing and apartments. All housing forms and options will recognize consumer preferences and be in conformance with municipal standards and policies set forth by the City of Red Deer.
- Encourage pedestrian friendly streetscapes and building siting.
- Establish sufficient overall residential densities within the Inglewood NASP to help support the efficient provision of educational facilities, recreational facilities and municipal services such as public transit in a timely fashion.
- Provide direct and safe pedestrian linkages to the community nodes such as commercial, open space, the school site and transit areas.
- Locate residential development to take advantage of features such as Storm Water Management Facilities, parks/open spaces and utility corridors.
- Orient larger parcels of medium density residential development adjacent to the collector and/or arterial road system to provide easy access and, where appropriate, to provide a transitional land use between adjacent single family development and major roads.

- Integrate smaller parcels of medium density residential development within the neighbourhoods adjacent to low density residential development to provide alternative housing options within the community.
- Locate concentrations of medium density residential housing next to commercial and transit nodes.

3.2.2 Commercial

- Provide for neighbourhood convenience commercial development opportunities within Inglewood to serve area and surrounding residents.
- Locate and orient commercial sites along arterial and/or collector roadways to ensure high visibility and to provide convenient access opportunities.
- Integrate commercial developments into the fabric of the neighbourhood to the extent possible without causing negative impacts on surrounding land uses.
- Provide convenient pedestrian linkages to commercial areas and Transit stations.

3.2.3 Municipal Reserves and Educational Community Facilities

- Provide a school and park site for educational and community association facilities within the neighbourhood through the dedication of municipal reserves.
- Locate and size these sites to address the student and overall populations generated within designated catchment areas using accepted methods established by the Public and Separate School Boards, Community Associations and the City of Red Deer.
- Allow for the provision of dispersed park space within the neighbourhood to provide open space and opportunities for recreation for residents through the dedication of Municipal Reserves.
- Where possible and economically viable and sustainable, utilize the existing utility corridor and future Storm Water Management Facilities to provide pedestrian linkages and open space recreational opportunities.

3.2.4 Transportation

- Provide a logical, safe and efficient transportation system within the plan area to address pedestrian, bicycle and other multi-use modes, and the transit / vehicular transportation needs of residents moving to, from and within the Inglewood NASP as well as the adjacent areas.
- Protect a corridor for the future improvement of roadways along the west side (40 Avenue) and south side (Delburne Road) of the neighbourhood.

- Provide non-vehicular circulation options throughout the Inglewood area with special attention to linkages to the central School/Park site, Storm Water Management Facilities, the existing utility corridor and future developed areas to the east.
- Minimize walking distances by creating an interconnected street network and providing walkways where roadway connections are not feasible.

3.2.5 Ecological Stewardship

- Develop land in an efficient manner and encourage intensive urban development.
- Incorporate open spaces into compatible land uses such as the Storm Water Management Facilities and the utility corridor to optimize the use of these areas.
- Encourage naturalized landscaping on public and private lands to the extent acceptable to the City of Red Deer to minimize environmental and economic costs associated with their maintenance.
- Promote the development of open spaces and walkway linkages for pedestrian, bicycle and other multi-use travel, and connect them to the surrounding areas.
- Encourage energy efficient construction and other innovative building and infrastructure techniques.

4.0 Development Concept

4.1 NEIGHBOURHOOD UNIT

The development concept for the Inglewood NASP has been prepared in response to current and anticipated residential market trends within Red Deer and the Red Deer region. An analysis of these trends and an assessment of their implications assist in shaping the plan with respect to the type, size and location of various land uses.

The Inglewood NASP is comprised of 65.30 hectares of land and is bounded on the north, west and south sides by existing / future arterial roadways and on the east side by a future, connecting neighbourhood. These boundary conditions create a logical planning unit and the basis for design as shown on Figure 3.0 – Development Concept. The land use statistics, number of residential units and population are represented in Table 1 – Land Use Statistics and Table 2 – Residential Units & Population.

4.2 RESIDENTIAL

The majority of land within Inglewood is intended for residential development. A mix of low and medium density residential dwelling units is described and will be implemented based on market conditions and consumer preferences at the time of development. Residential densities of 18 units per net residential hectare for low density residential, 21.5 units per net hectare for the smaller lot residential and a varying number of units per hectare for the medium density result in approximately 45 people per hectare.

4.2.1 Low Density Residential

As shown on Figure 3.0 – Development Concept, consideration has been given to the location of low density residential and the smaller lot residential development in proximity to the amenities offered by the Storm Water Management Facilities, walkways, school / park sites and utility corridors. Within the low density residential and smaller lot residential areas identified in the plan, housing forms will consist of single detached housing catering to a variety of lot and home sizes.

The southwest quadrant of the plan area, aside from a single row of homes backing onto the south-central Storm Water Management Facility, will be planned entirely for smaller lot, single family homes (R1N zoning) as a complimentary sub-unit to the overall neighbourhood.

A total of 32 of the R1 lots in the southeast corner of the quarter section have been designated for secondary suites and will add to the diversity of housing types available. The number of lots with secondary suites (i.e. 32 lots) does not exceed 10% of all R1 lots (i.e. 366 lots) in this quarter section and the lots are identified on Figure 3.0 – Development Concept following page 4.1.

INGLEWOOD – NEIGHBOURHOOD AREA STRUCTURE PLAN

Development Concept

January 21, 2008

**TABLE 1
INGLEWOOD NEIGHBOURHOOD AREA STRUTURE PLAN
LAND USE STATISTICS**

	Area (ha)	% of GDA
GROSS AREA	65.30	
Road Widening (40 Ave. & Delburne Road)	3.18	
TransAlta Utility R/W	4.75	
Road Widening in SE 3-38-27-4	(0.37)	
GROSS DEVELOPABLE AREA	57.74	100.0
Low Density Residential (R1)	20.044	34.7
Smaller Lot Residential (R1N)	9.077	15.7
Medium Density Residential (R2 /R3)	2.816	4.9
Institutional/Medium Density Residential(R2/R3)	0.951	1.6
Commercial (C3)	0.258	0.4
Social/Day Care	0.168	0.3
Public Utility Lots (PUL)	3.554	6.2
* Storm Water Management	3.133	5.4
Municipal Services	0.421	0.7
Parks & Open Space	5.856	10.1
School/Park Site	4.085	7.1
** Neighbourhood Parks & Walkways	1.771	3.1
Circulation	15.016	26.0
Roads	11.147	19.3
7.0m Lanes	3.869	6.7

**TABLE 2
INGLEWOOD NEIGHBOURHOOD AREA STRUTURE PLAN
RESIDENTIAL UNITS & POPULATION**

Land Use	Area (ha)	Density units/ha	Density persons/unit	Population
R1	20.044	18.3	3.4	1247
Secondary Suites			1.7 x 32 units	55
R1N	9.077	22.5	3.4	678
Existing R2/R3	1.026	39.0	3.0	120
Existing R2/R3	1.790	83.8	3.0	450
Existing Multifamily	0.951	27.3	3.0	78
Total				2628

Average Population

45.0 persons per hectare

* Excludes 1.0 hectare of creditable Municipal Reserve (MR)

** Includes 1.0 hectare of creditable Municipal Reserve (MR) from the north SWMF

Homes east of the main collector road and surrounding the school / park site may well be larger in size. A number of lots have been designed for walkout basements. These are located on the sharp slope on the east side of the development and for lots that back onto the storm water management facilities.

Development of the low density and smaller lot residential areas will be planned in clusters / cells to provide a greater sense of identity for the various sub-areas and to help create a safe pedestrian environment. The area, number of dwelling units and population attributed to the low density and smaller lot residential developments are identified in the tables preceding this page (Table 1 – Land Use Statistics and Table 2 – Residential Units & Population.)

4.2.2 Smaller Lot Residential (R1N)

The southwest area of Inglewood is planned for smaller lot residential consisting of R1N lots requiring rear lanes. There are a small number of lots designated for R1 residential backing onto the south central Storm Water Management Facility necessary to eliminate the need for a laneway adjacent to the SWMF. This area of residential development is relatively self-contained providing an area of like-styled and consistent housing types for smaller lots while at the same time serving as a distinct single family housing alternative for the overall neighbourhood.

A development setback from the landfill extends into the southwest corner of the neighbourhood approximately 115 meters (300 meters from the land fill site). As noted previously, no residential development will occur within the closed landfill setback and the area will be developed as a green-space as shown on Illustration 1.0 (following page 2.1) until a suitable land use is found for this area.

The Developer shall enter into an indemnification agreement to the satisfaction of the City Solicitor. The indemnification agreement shall include testing to the satisfaction of the Environmental Services Manager. As a minimum, annual groundwater and gas monitoring on the three monitoring wells indicated in Figure 4 of the Phase 2 ESA report will be required. Ground water shall be monitored for pH, chloride, sodium and sulphate while the head space of the wells shall be monitored for methane. The results of the testing shall be submitted annually to The City for their review.

4.2.3 Multi – Family Residential (R2 / R3)

Market trends in medium density residential development point to a growing interest in more lifestyle oriented housing and thus a shift of locating medium density sites closer to low density housing and oriented away from arterial roadways. Inglewood proposes that the medium density residential (MDR) sites be more integrated into the community with access off the collector roadways. These sites adjacent to park sites, pipeline corridors, storm water management facilities and the commercial site help to ensure exposure of these features to many residents. It should be noted, however, that the location of MDR sites still respects that through traffic within low density residential areas should be reduced and/or eliminated wherever possible.

These areas are also well served by pedestrian linkages allowing convenient access to the many neighbourhood amenities.

The medium density parcels are likely to be developed on a self-contained basis, but opportunities exist to develop street-oriented townhousing designs. These developments will be integrated alongside low density residential housing through sensitive streetscape design and attention to transitioning.

The area and population attributed to medium density residential development are shown in Table 1 and Table 2.

4.3 INSTITUTIONAL / MEDIUM DENSITY RESIDENTIAL

One Institutional / Medium Density Residential site was located in the north part of the plan fronting onto the collector road from the west. The site was intended for development of a Church with the potential to include an aging-in-place facility or other type of multi family residential.

This site was not purchased by a Church within the required advertising period, it is being developed as its alternate land use of Multi-Family Residential.

4.4 PARKS AND OPEN SPACES

4.4.1 Central Park Site

The central park site is located together with the Public K – 8 school (elementary and/or middle school) planned for Inglewood. The two areas providing over 4 hectares (10 acres) of land with direct access to a multi use trail system connecting all parts of the plan (including smaller, local parks) and areas beyond. As a result, the central park site is the main focus of a comprehensive open space network for the neighbourhood totaling 9.02 hectares (over 22 acres) of recreational amenity space. Municipal reserves will be dedicated in accordance with the phasing in Figure 7.0. Should market conditions require modifications to the planned phasing of the development, Municipal Reserves will be dedicated as adjacent lands are developed.

Once the quarter section has reached a point where it is 50% developed the City of Red Deer's Recreation, Parks and Culture Department constructs the playgrounds and playfields. The construction of the remaining facilities such as the shelter and multi-purpose pad / boarded skated rink are not completed until a community association for the neighborhood is formed.

4.4.2 Local Park Sites

There is a local park site located in the southwest part of the plan.

The southwest park site is located in the center of the smaller lot residential area to create a local park space easily available to as many residents in this area as possible and will contain playground equipment for elementary school aged children. It is also connected to the central school / park site and other neighbourhood recreational amenities by the multi use trail.

4.4.3 Walkways and Multi Use Trail

The Inglewood NASP has been designed around the concept of a central community recreational node connected to all areas of the neighbourhood by a series of walkways and a 2.4m multi use trail.

The walkway system provided within each development cell / cluster will be designed according to Red Deer standards and will be appropriate for each area with all collector roadway trails being 2.5m wide asphalt / concrete trails.

1.5m wide shale trails will be along the east side of the west multi-family site running north to 22nd Street and south from the school / park site around the southern detention pond.

The trails connect all areas of the plan with appealing, safe and direct access to the central node as well as to areas outside the plan. At the same time, the trail makes the most efficient connections for pedestrian and multi-use travelers. The multi use trail is estimated at 2.8 km in length.

Improvements to 40th Avenue and Delburne Road will also improve pedestrian connections to other areas by a 3.0m hard surface trail along 40th Avenue and Delburne Road. The City will construct these hard surface trails as part of the widening of 40th Avenue and Delburne road.

4.4.4 Utility Corridors and Storm Water Management Facilities

The TransAlta utility corridor and public utility lots provide additional opportunities for pedestrian linkages. As well, the two Storm Water Management Facilities will be used for recreational activities to the extent acceptable to the City of Red Deer. These facilities however must ensure a safe environment for all users while maintaining the integrity of the storm water control function for which they are designed.

4.4.5 Soil Stockpiles

4.4.5.1 Topsoil Stockpile

A topsoil stockpile is planned for the central school / park site as shown on Figure 3.0. During development of this quarter section both offsite disposal and onsite stockpiling will be utilized to deal with the topsoil generated from the stripping operation. The initial topsoil stockpile will be approximately 25,000 m³ to ensure that topsoil is available for landscaping of the storm detention pond and residential lots while the remainder of the topsoil will be disposed of offsite. As development of subsequent phases proceeds the topsoil stockpile will be assessed to determine whether additional topsoil will be required in order to provide adequate quantities for landscaping of the newly developed residential lots. Excess topsoil will be disposed of offsite.

The topsoil stockpile will be located along the collector road to provide easy access to builders and homeowners in an effort to encourage utilization of the topsoil and therefore keep the topsoil stockpile as small as possible.

Topsoil remaining in the stockpile after full development of the quarter section will be removed after landscaping of lots in the final phase of development. If a community association is formed and requires the site for development of the shelter and multi-purpose pad / boarded skating rink the topsoil stockpile may be removed sooner than indicated above. As required by the Recreation, Parks and Culture Department of the City of Red Deer the site will be graded and left for the City to complete their landscaping.

4.4.5.2 Clay Stockpile

The first phase of development in this quarter requires the construction of a storm detention pond in the northwest corner of the quarter and will create an excess of clay material which will be temporarily stockpiled on the central school / park site. The clay stockpile will be utilized in grading operations of the subsequent phases of development and will not remain on the site long term.

4.5 EDUCATIONAL AND COMMUNITY FACILITIES

As shown on the Illustration 2.0 – Central School/park Site, the central school / park site has been located east of the internal collector road for development of a middle school and possible community association. The site accommodates a Public K-8 School along with a large park site in order to share and economize on field sizes.

The development concept for Inglewood places the central focus on this site and incorporates a comprehensive network of pedestrian linkages leading to and extending out from the school and central park.

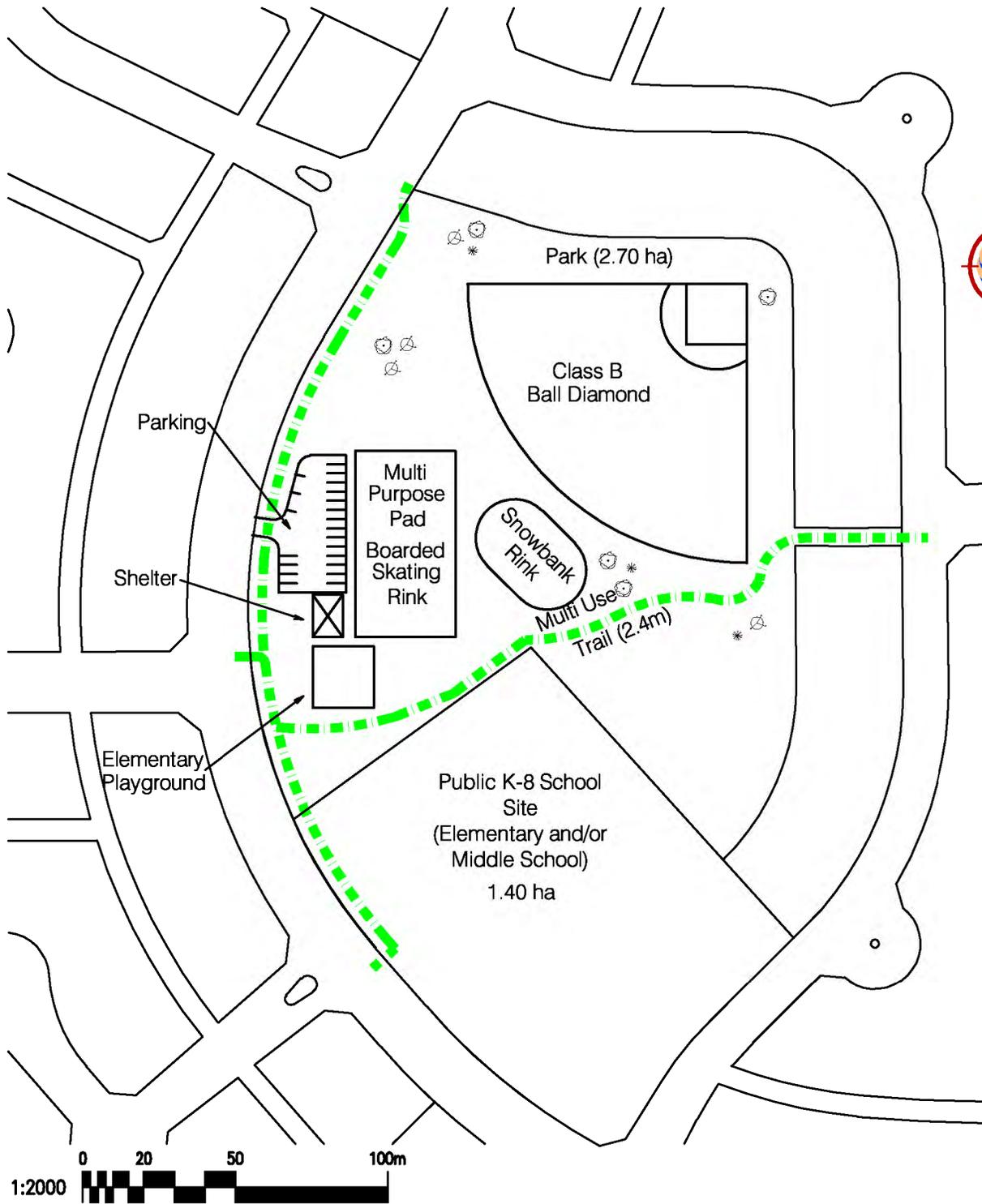
Located along the internal collector with a direct connection to 40th Avenue, the school is also appropriately located to serve Inglewood as well as outside areas without significantly disrupting local traffic flows.

In order to provide suitable building sites for the school (and possible community association), there may be a requirement for adjustments to the siting to accommodate variations in soil conditions. The ultimate configuration will be designed to the satisfaction of the City of Red Deer and Public School Board.

4.6 COMMERCIAL

Consistent with the East Hill ASP, a neighbourhood convenience commercial site has been designated for an area immediately east of 40th Avenue fronting onto the collector road. At this location, and with strong pedestrian linkages, the site will act as an important focal point for the neighbourhood and as a secondary function serve vehicles traveling along 40th Avenue.

The site is of sufficient size to support a local convenience centre accommodating a range of retail, business, medical and professional office uses to serve residents of Inglewood and immediately surrounding areas.



Legend
 2.4m MULTI-USE TRAIL

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 INGLEWOOD
 NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.
ILLUSTRATION 2.0

Title
CENTRAL SCHOOL / PARK SITE



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October, 2006
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4.7 STORMWATER MANAGEMENT FACILITIES

Stormwater management facilities have been located to take advantage of the existing topography and low lying areas. The facilities also provide for recreational opportunities and have been configured to provide views from residential enclaves as well as from the linear open space linkages and the collector / arterial roadway network.

The southern SWMF has been designed to accommodate a modified Class A soccer field and to this end, 1.0 hectare of the PUL is included in the Land Use Statistics (Table 1) as creditable Municipal Reserve.

4.8 TRANSPORTATION

The system of roads proposed for the Inglewood neighbourhood provides its residents and the surrounding, traveling public with safe and efficient access for this area of Red Deer.

According to the updated East Hill Area Structure Plan, Delburne Road is designated as an expressway. In order to accommodate this designation, additional right-of-way on the north side of the existing Delburne Road right-of-way within the Inglewood Neighborhood Area Structure Plan has been provided to the City. Access onto Delburne Road is restricted to a single new location centered on the east quarter line.

An additional 6.0m strip of land along the south property line of the quarter has been added to the Delburne Road right-of-way already obtained by the City of Red Deer for the construction of a berm and / or fence. The eventual width required for construction of an appropriate berm and / or fence will be finalized once grades along the south boundary of the quarter are set and reviewed in conjunction with the elevation of Delburne Road. The terms of the acquisition of this additional right-of-way by the City of Red Deer will be determined at a later date.

4.8.1 Arterial Roadways

The updated East Hill Area Structure Plan designates the following roadways adjacent to the Inglewood NASP as arterial roadways:

- 40th Avenue (west side)
- 22nd Street (north side)

In order to accommodate future widening of 40th Avenue, additional right-of-way will be provided on the west side of the quarter section. The neighbourhood layout provides for a collector roadway intersecting with 40th Avenue at approximately the midpoint between 22nd Street and Delburne Road.

The required right-of-way for 22nd Street is provided entirely to the north of the TransAlta Utility R/W as indicated in the ASP for Anders on the Lake.

4.8.2 Collector Roadways

The Neighborhood Area Structure Plan provides three collector roadways linking the expressway and arterial roads.

As indicated in the East Hill ASP, a collector roadway is shown extending south from Anders on the Lake and continuing through the Inglewood Neighbourhood around to the east quarter section line. This roadway is connected to 40th Avenue and Delburne Road by the two other collector roads.

The collector road entrances at 40th Avenue, 22nd Street and Delburne Road will include features to enhance the character and provide distinct identity for the Inglewood community.

4.8.3 Local Roads

The system of local roads has been planned to provide access to individual development cells while at the same time discouraging outside traffic from short cutting through local roads. Local roads have been designed to meet the current 15 meter rights-of-way.

4.8.4 Laneways

The Inglewood NASP has been designed with the majority of lots backing on to laneways, however lanes have not been provided for lots backing onto the Storm Water Management Facilities, open spaces or PUL's. Rear laneways will be designed to the City of Red Deer standards and are shown as 7.0m.

5.0 Engineering Services

5.1 STORMWATER DRAINAGE

Two Storm Water Management Facilities (SWMF) are incorporated into the layout for Inglewood to properly manage and control major storm events. The larger of the two facilities is located in a low area in the northwest corner of the neighbourhood while the secondary, smaller facility is in the south central area of the plan. The smaller SWMF is situated to provide storage for the area of development north of Delburne Road by using the existing low area. In this way, the overall amount of earth moving associated with development is reduced. The larger SWMF in the northwest corner will provide storage for the balance of this development.

The City of Red Deer has identified that the 1:100 year storm water flows of an area approximately 130m east of the Inglewood quarter section may have to be accommodated in this quarter section's storm water detention facilities. The exact size of the additional area for which the 1:100 year storm flows may be directed to the Inglewood quarter will be finalized during the Engineering Servicing Study for this quarter.

The facility in the northwest corner of the development extends into a portion of the Utilicorp right-of-way to best use the lowest part of the quarter section. The integrity of the right-of-way for the power line is not compromised. The combination of the utility right-of-way and SWMF provides an extensive area of open space and recreational opportunities. The major drainage and the overall storm system are shown in Figure 4.0.

5.2 SANITARY SERVICING

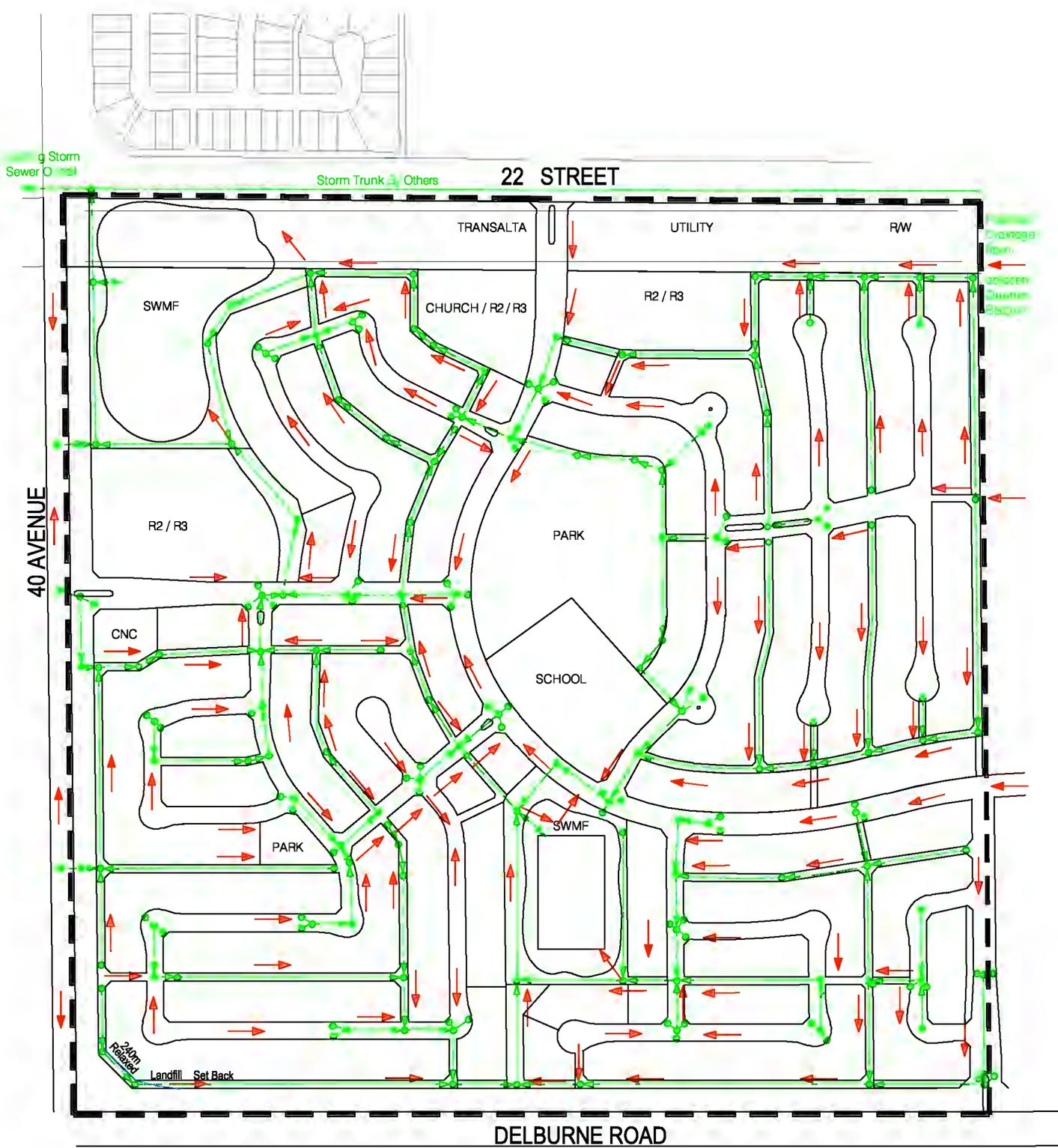
The sanitary sewer system to service this development is presented in Figure 5.0. All flows from within the Inglewood NASP will be directed to the lift station located in the southwest corner of the Anders on the Lake Neighbourhood.

5.3 WATER SERVICING

The overall water distribution system needed to service the Inglewood area is shown in Figure 6.0. A 300mm diameter water main from 22 Street will be extended through Inglewood to the east quarter line with 200mm and 250mm links established throughout the neighbourhood. Another 300mm diameter water main is shown north / south along the western edge of the NASP and water main connections have been shown to the lands west of the Inglewood quarter.

5.4 SHALLOW UTILITIES

There are no major servicing concerns regarding shallow utilities (gas, power, telephone and cable). All shallow utilities will be extensions of those already in place in adjacent developments.



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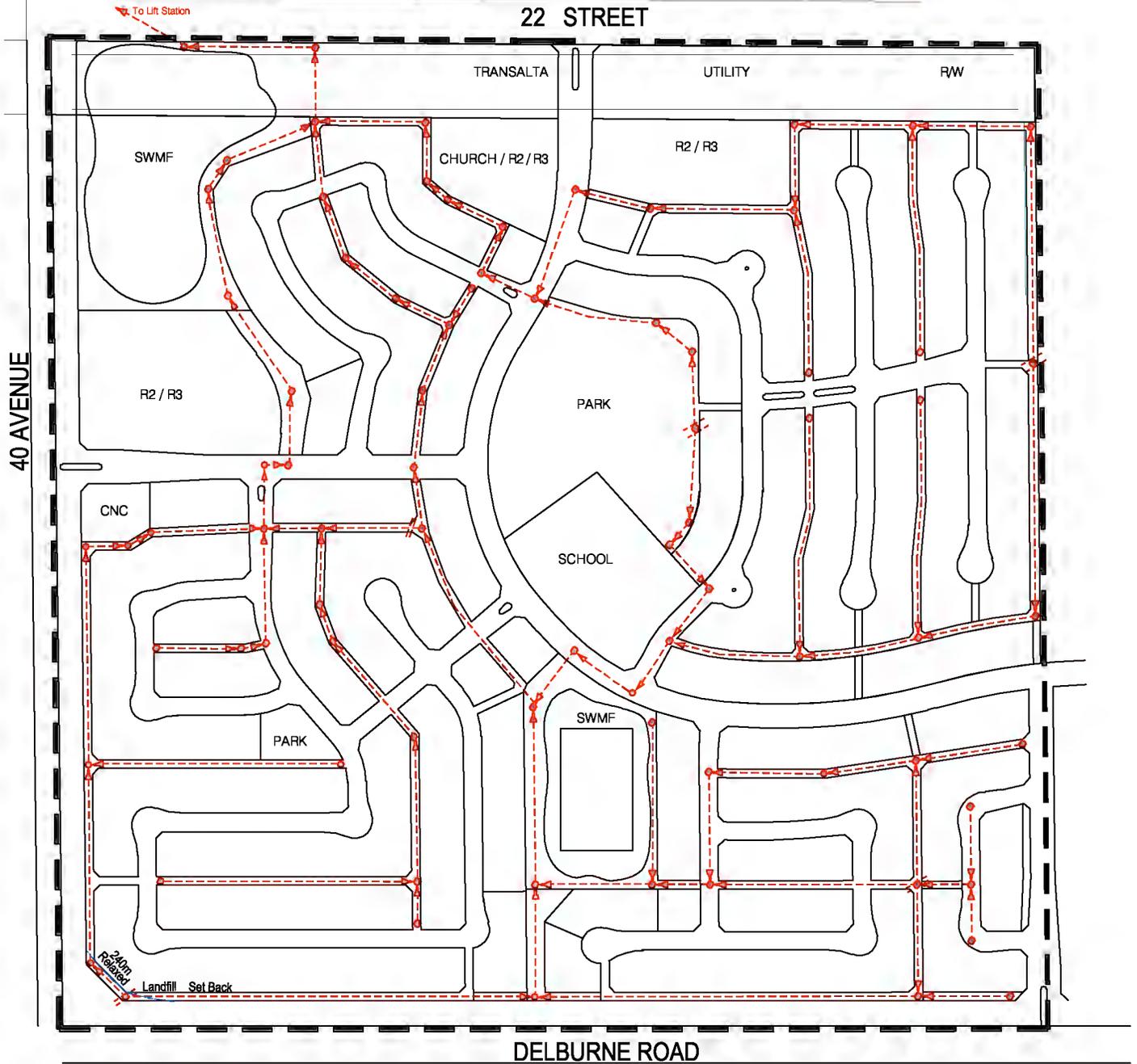
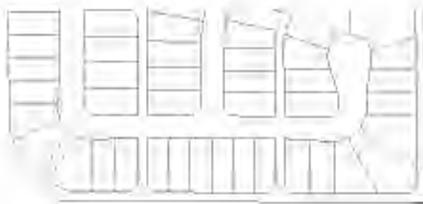
- — ASP Boundary
- Manhole
- ← Direction of Flow
- Major Overland Drainage

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 RED DEER
 INGLEWOOD
 NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.
4.0

Title
**Overall Storm Drainage
 Major Drainage**

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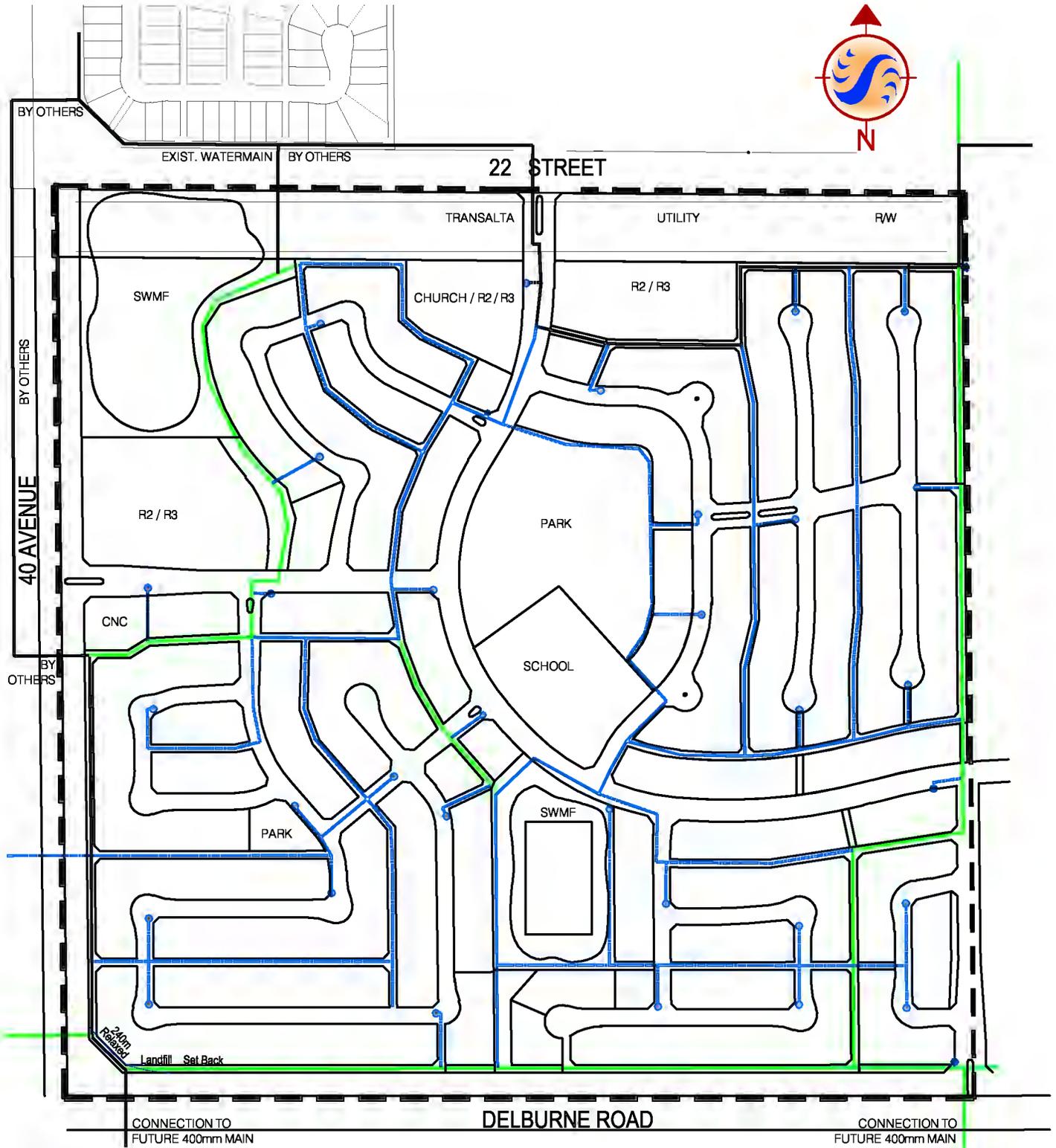
- ASP Boundary
- - - Proposed Sanitary Sewer Main
- Proposed Sanitary Sewer Manhole

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 RED DEER
 INGLEWOOD
 NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.
5.0

Title
Sanitary Servicing

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- ASP Boundary
- 150mm Diameter Water
- 200mm Diameter Water
- 250mm Diameter Water
- 300mm Diameter Water

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Figure No.
6.0

Title
Water Servicing

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6.0 Implementation

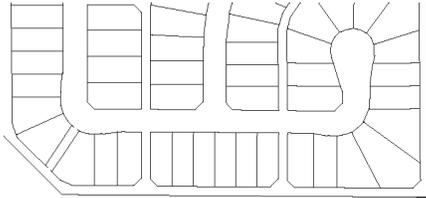
6.1 DEVELOPMENT STAGING

Infrastructure to service the Inglewood NASP will be extended into the neighbourhood from 22 Street and 40 Avenue in the northwest. Each successive stage will be developed with the logical and economical extension of these municipal services with the intent of meeting the needs of the regional and local housing market.

As shown on Figure 7.0 - Phasing, development in the first part of Inglewood is anticipated to begin from the access connection at 40 Avenue and proceed to the east towards the central school / park site. The phasing boundaries are shown conceptually and may vary from those of actual redistricting and subdivision applications. As well, portions of separate phases may be developed concurrently if there is sufficient demand and / or if the engineering design is made more efficient as a result.

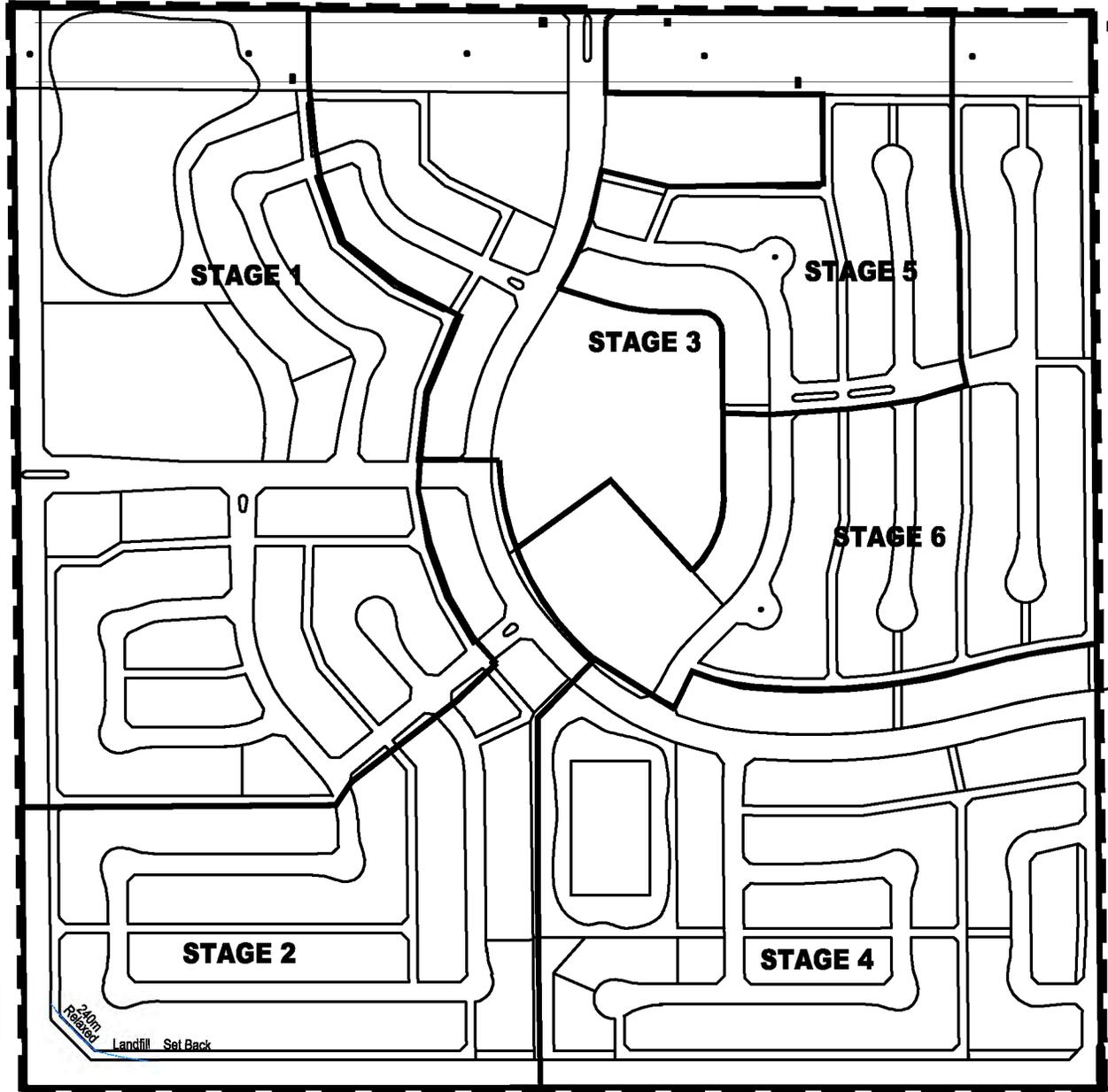
6.2 REDISTRICTING & SUBDIVISION

Redistricting and subdivision applications to conform to the land use designations described in the NASP will be undertaken as necessary. Guided by the City of Red Deer MDP, the East Hill ASP and the Inglewood NASP, redistrictings and subdivisions will be required to adhere to the City of Red Deer Land Use Bylaw and the informational requirements necessary for each application.



22 STREET

40 AVENUE



DELBURNE ROAD



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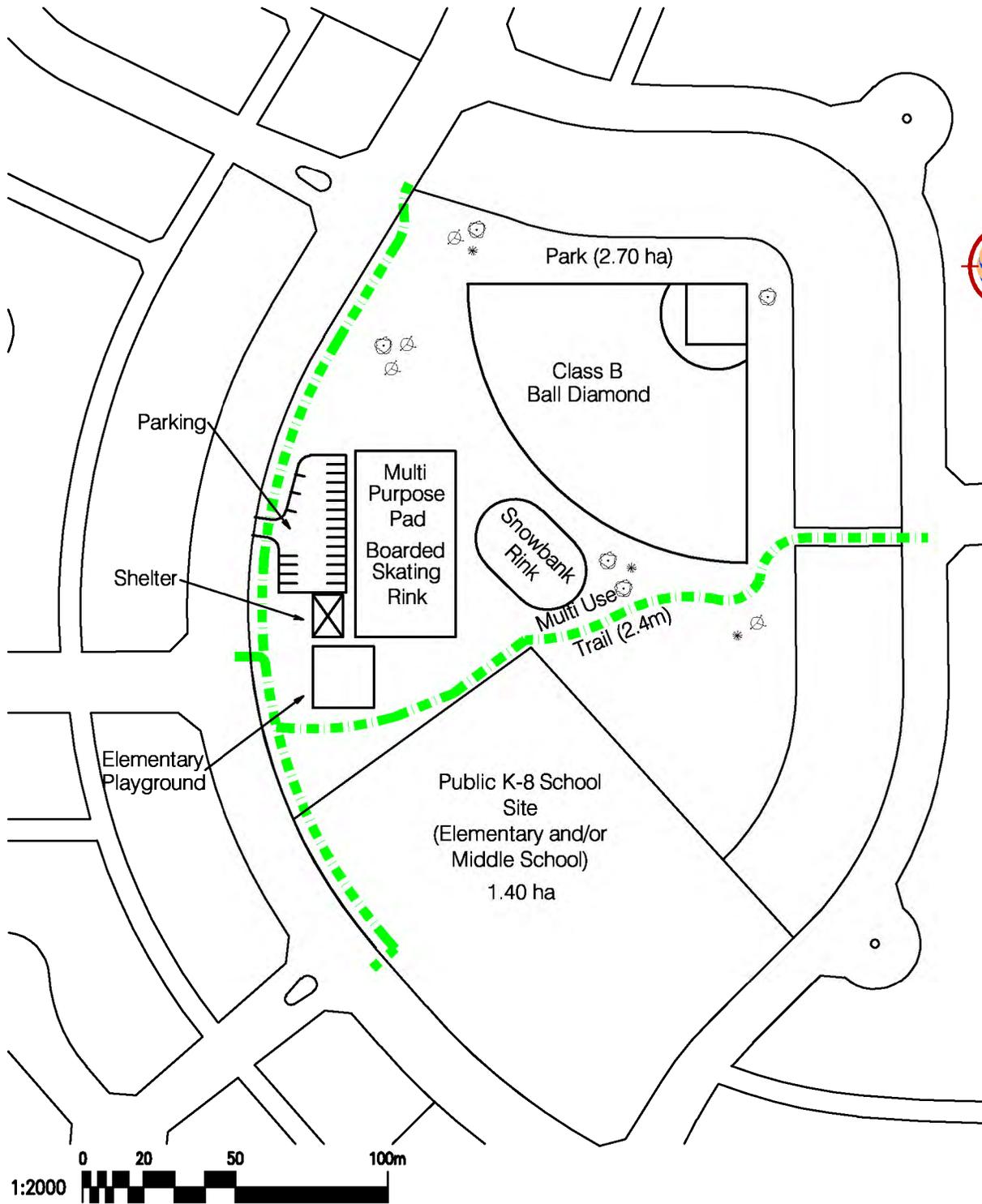
- - - - ASP Boundary
 _____ Phasing Boundary

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Figure No.
7.0

Title
Phasing

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Legend
 2.4m MULTI-USE TRAIL

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 NEIGHBOURHOOD AREA STRUCTURE PLAN

Figure No.
ILLUSTRATION 2.0

Title
CENTRAL SCHOOL / PARK SITE



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